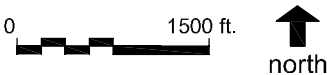
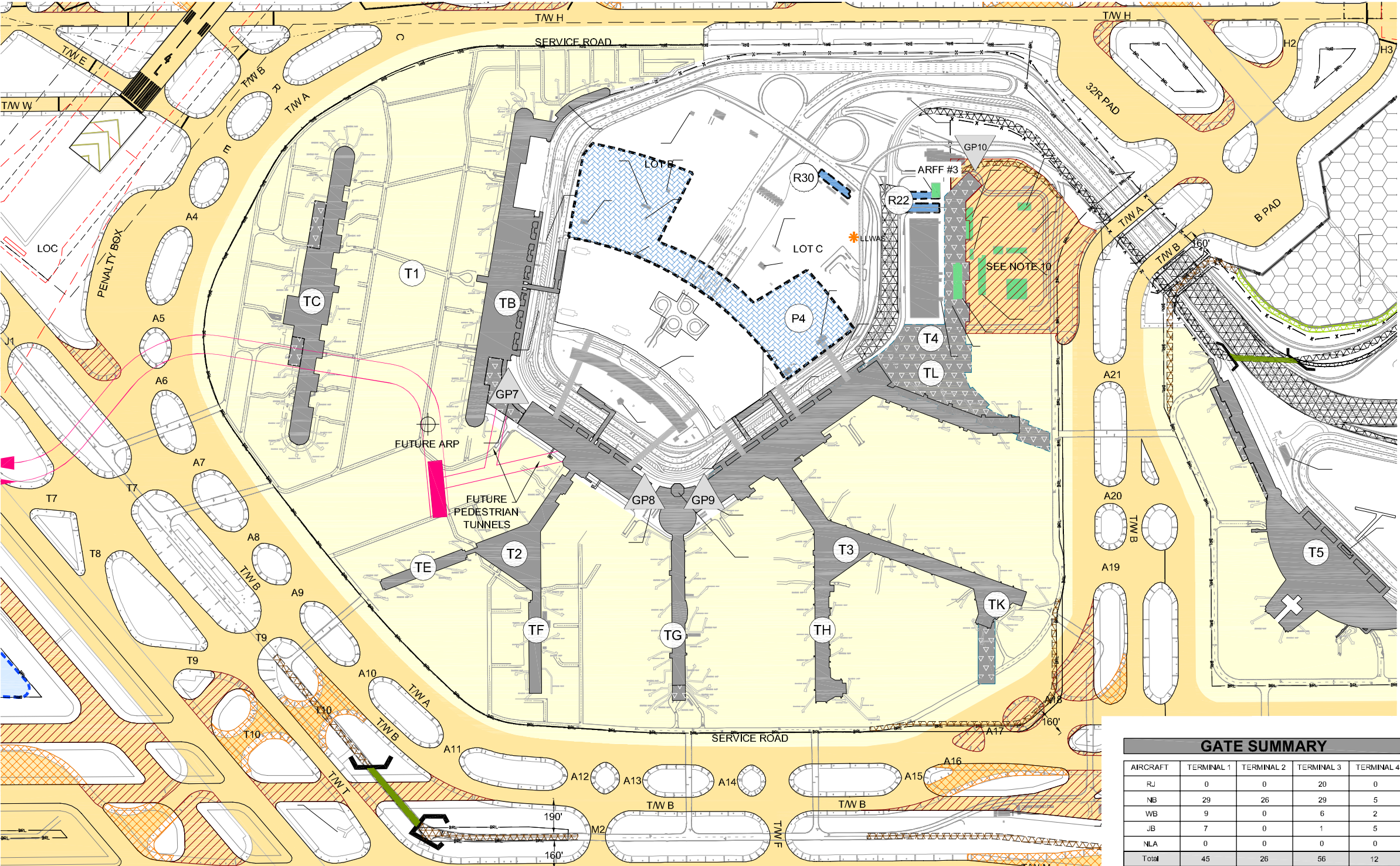


Source: Ricondo & Associates, Inc. ; Martínez Corp. Aerial Photography (Nov. 2001);
Department of Aviation Airport Management and Records
Prepared by: Ricondo & Associates, Inc.

Exhibit VI-4

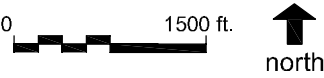


Composite Terminal Plan

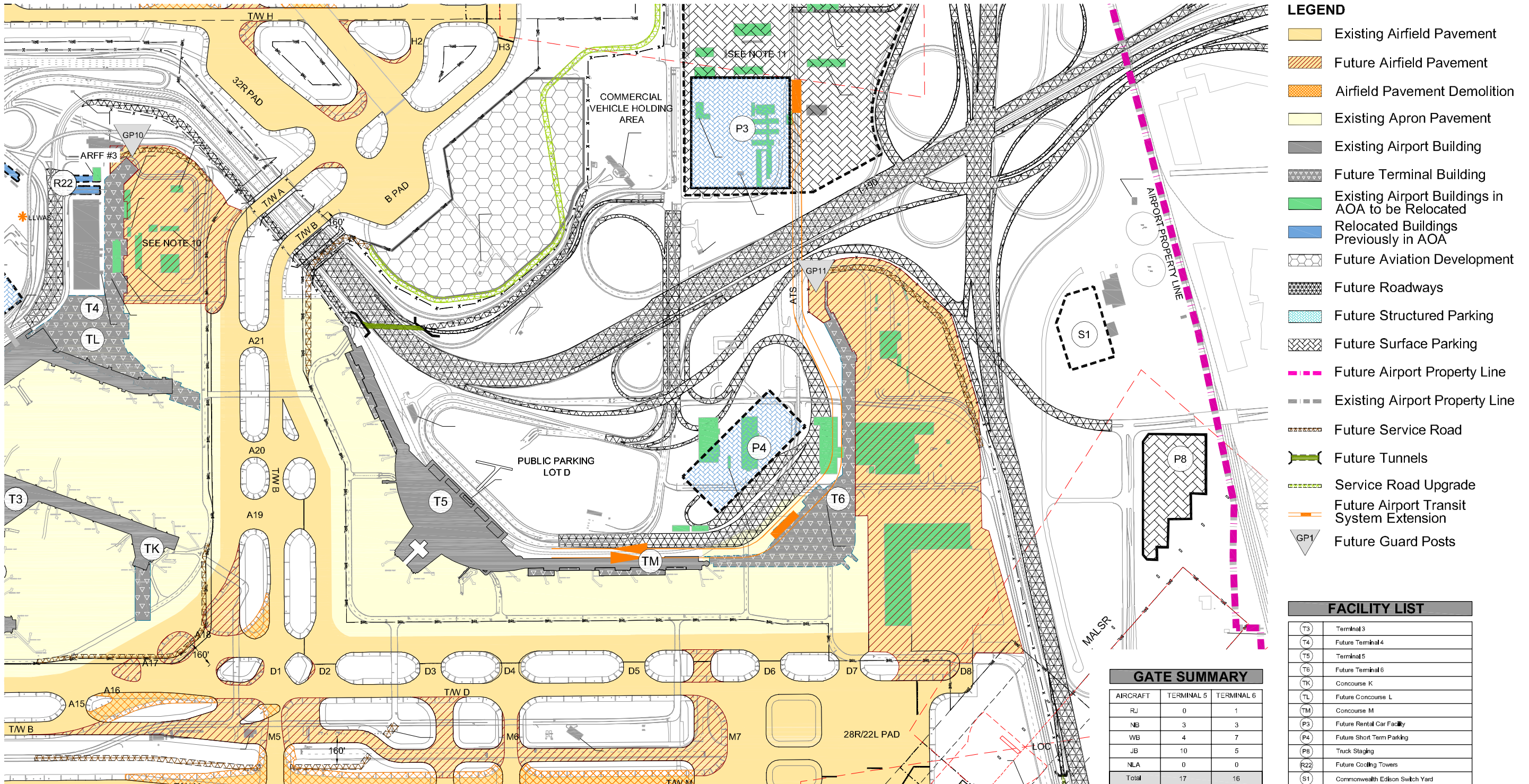


Source: Ricondo & Associates, Inc. ; Martinez Corp. Aerial Photography (Nov. 2001);
Department of Aviation Airport Management and Records
Prepared by: Ricondo & Associates, Inc.

Exhibit VI-5



Terminal Core Area



Source: Ricondo & Associates, Inc. ; Martinez Corp. Aerial Photography (Nov. 2001);
Department of Aviation Airport Management and Records
Prepared by: Ricondo & Associates, Inc.

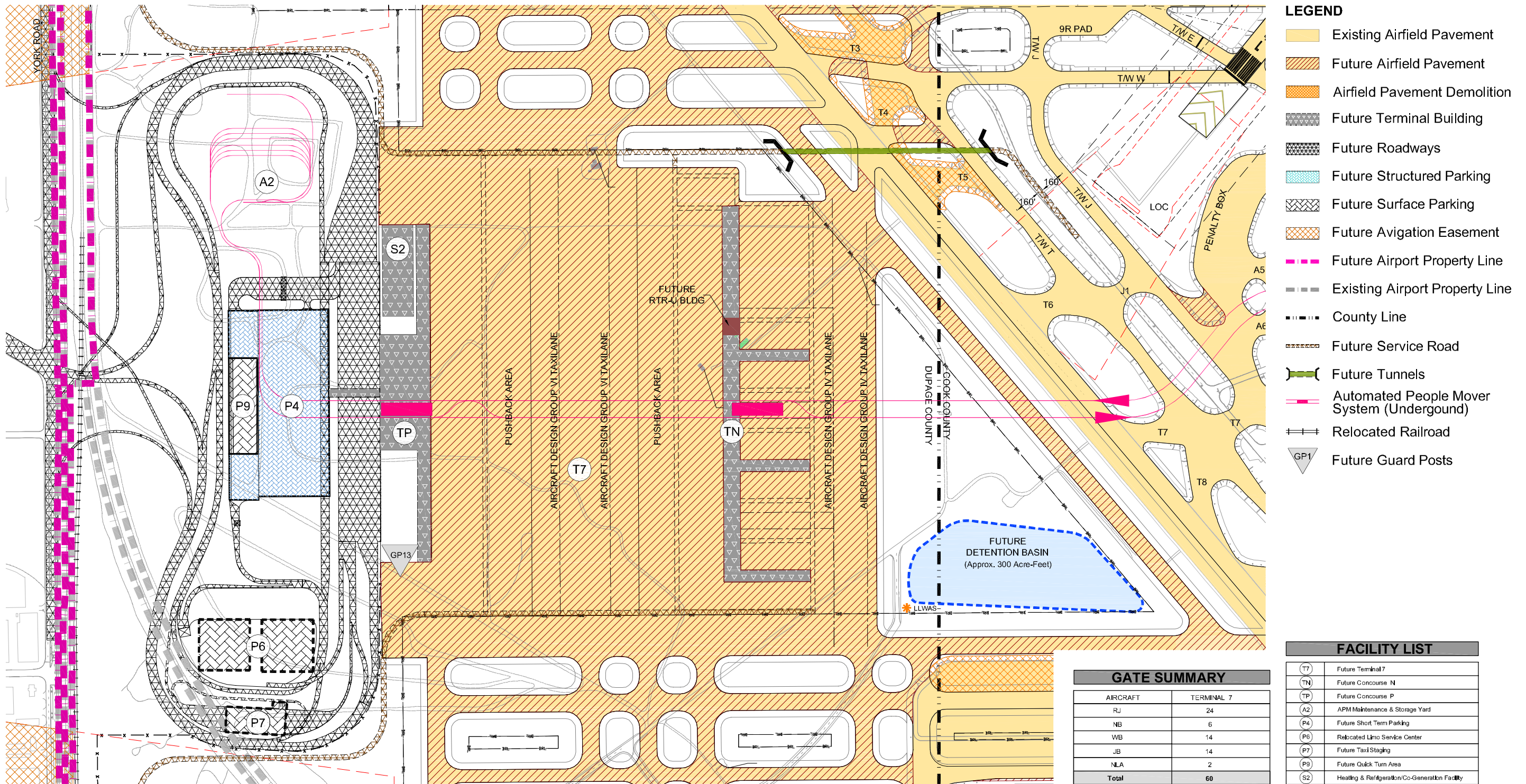
Exhibit VI-6

0 1500 ft.

↑
north


O'Hare International Airport Master Plan Preferred Development Plan

East Terminal Plan



Source: Ricondo & Associates, Inc. ; Martinez Corp. Aerial Photography (Nov. 2001);
Department of Aviation Airport Management and Records
Prepared by: Ricondo & Associates, Inc.

Exhibit VI-7

0 1500 ft. 
north

West Terminal Plan

Table VI-1**Terminal Facility Summary**

Facility	Existing Facilities		Planned WGP		Preferred Plan	
	Approximate Building Area (square feet)	Gate Frontage (linear feet)	Approximate Building Area (square feet)	Gate Frontage (linear feet)	Approximate Building Area (square feet)	Gate Frontage (linear feet) ^{5/}
<i>Terminal Core Area</i>						
Terminal 1 ^{1/}	1,579,000	7,259	1,579,000	7,259	1,579,000	7,259
Terminal 2 ^{2/}	647,000	4,436	678,000	4,436	678,000 ^{4/}	4,436 ^{4/}
Terminal 3 ^{3/}	1,299,000	9,864	1,263,000	8,600	1,263,000	8,600
Terminal 4	<u>N/A</u>	<u>N/A</u>	<u>608,000</u>	<u>2,900</u>	<u>608,000</u>	<u>2,900</u>
Subtotal	3,525,000	21,559	4,128,000	23,195	4,128,000	23,195
<i>East Terminal Area</i>						
Terminal 5	1,232,000	3,970	1,283,000	3,748	1,283,000	3,748
Terminal 6	<u>N/A</u>	<u>N/A</u>	<u>570,000</u>	<u>2,818</u>	<u>570,000</u>	<u>2,318</u>
Subtotal	1,232,000	3,970	1,853,000	6,566	1,853,000	6,566
<i>West Terminal Area</i>						
Satellite Concourse	N/A	N/A	N/A	N/A	617,000	3,000
West Terminal	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>918,000</u>	<u>5,700</u>
Subtotal	N/A	N/A	N/A	N/A	1,535,000	5,700
Total	4,757,000	25,529	5,981,000	29,761	7,516,000	38,461

1/ Includes Concourses B, C, T1 Link

2/ Includes Concourses E, F, T2 Link

3/ Includes Concourses G, H, K, L, Rotunda, T3 Link

4/ Reconfiguration of Terminal 2 as envisioned in the WGP is not included under the Preferred Plan and has been removed from the "Planned WGP" summary of facilities.

5/ Based on 2018 gate model.

Source: Ricondo & Associates, Inc.; City of Chicago Department of Aviation; and CAD Services.
 Prepared by: Ricondo & Associates, Inc.

Table VI-2**Future Aircraft Apron Capability**

	Aircraft Type				
	Regional Jet ^{1/}	Narrow-body	Wide-body	Jumbo-body	New Large Aircraft
Terminal Core Area					
Terminal 1-Concourse B	■	■	■	■	
Terminal 1-Concourse C	■	■	■	■	
Terminal 2-Concourse E	■	■	■	■	
Terminal 2-Concourse F	■	■	■	■	
Terminal 3-Concourse G	■	■	■	■	
Terminal 3-Concourse H	■	■	■	■	
Terminal 3-Concourse K	■	■	■	■	
Terminal 4 ^{2/}	■	■	■	■	
East Terminal Area					
Terminal 5-Concourse M		■	■	■	■
Terminal 6-Concourse M	■	■	■	■	■
West Terminal Area					
Satellite Concourse	■	■	■	■	■
West Concourse		■	■	■	■

■ Indicates type of aircraft that each apron area is planned to accommodate.

1/ The terminal facilities (e.g., holdrooms, jet bridges, etc.) associated with the existing apron areas for concourses B, C, H, K, and M would require significant modifications to accommodate passenger boarding and unloading directly from the concourse level. Even though these modifications are not identified under the preferred plan, they are not precluded from being implemented under future programs.

2/ The Terminal 4 project replaces Concourse L.

Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

Table VI-3**Aircraft Gates by Terminal**

Facility	Aircraft Type	Existing	Planned WGP	Preferred Plan
Terminal 1	Commuter	0	0	0
	RJ	0	0	0
	Narrow-body	33	23	3
	Large Narrow-body	5	10	26
	Wide-body	8	12	9
	Jumbo	4	5	7
	NLA	0	0	0
	Subtotal	50	50	45
Terminal 2 ^{1/}	Commuter	13	0	0
	RJ	12	0	0
	Narrow-body	19	3	10
	Large Narrow-body	1	0	16
	Wide-body	0	2	0
	Jumbo	0	10	0
	NLA	0	0	0
	Subtotal	45	15	26
Terminal 3	Commuter	0	0	0
	RJ	20	22	20
	Narrow-body	34	30	0
	Large Narrow-body	4	8	29
	Wide-body	12	10	6
	Jumbo	3	4	1
	NLA	0	0	0
	Subtotal	73	74	56
Terminal 4	Commuter	N/A	0	0
	RJ	N/A	0	0
	Narrow-body	N/A	0	0
	Large Narrow-body	N/A	0	5
	Wide-body	N/A	5	2
	Jumbo	N/A	5	5
	NLA	N/A	0	0
	Subtotal	N/A	10	12
Terminal 5	Commuter	0	0	0
	RJ	0	0	0
	Narrow-body	1	0	0
	Large Narrow-body	0	1	3
	Wide-body	7	3	4
	Jumbo	13	13	10
	NLA	0	0	0
	Subtotal	21	17	17
Terminal 6	Commuter	N/A	0	0
	RJ	N/A	0	1
	Narrow-body	N/A	7	0
	Large Narrow-body	N/A	3	3
	Wide-body	N/A	3	7
	Jumbo	N/A	5	5
	NLA	N/A	0	0
	Subtotal	N/A	18	16
West Terminal (T7) And Satellite	Commuter	N/A	N/A	0
	RJ	N/A	N/A	24
	Narrow-body	N/A	N/A	5
	Large Narrow-body	N/A	N/A	1
	Wide-body	N/A	N/A	14
	Jumbo	N/A	N/A	14
	NLA	N/A	N/A	2
	Subtotal	N/A	N/A	60
Total		189	184	232

1/ Reconfiguration of Terminal 2 as envisioned under WGP is not included under the Preferred Plan.

Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

6.2.1 Terminal Core Area

Terminal development proposed in the Terminal Core Area is generally consistent with the WGP and previously approved May 2002 Future ALP. Specifically, in addition to the existing facilities associated with domestic Terminals 1 and 2, the extension of Concourses G and K in Terminal 3 and the addition of Terminal 4 (including enabling projects) remain as previously planned. To accommodate the future increased demand in international operations and the convenient transfer of international arriving passengers to domestic flights, a new FIS facility has been incorporated within Terminal 4. The total available apron frontage that would be provided in the Terminal Core Area is approximately 23,195 linear feet or 60 percent of the 2018 frontage requirement.

Redevelopment of Terminal 2 to provide wide-body aircraft gates as proposed on the previously approved May 2002 ALP is no longer considered. Development of an additional FIS to supplement the existing FIS in Terminal 5 and the proposed new FIS in Terminal 4 is proposed in the new West Terminal Area. Development of FIS facilities in the Terminal 2 complex is not precluded by the plan.

6.2.2 East Terminal Development Area

The East Terminal Area will be developed consistent with the WGP. Specifically, in addition to the international facilities associated with Terminal 5, Terminal 6 would be constructed in the area now occupied by the former Lynx Cargo facility, Sky Chefs, Police Station, Delta Cargo, and the Airport Transit System maintenance facility. The total apron frontage that would be provided in the East Terminal Area is approximately 6,566 linear feet or 17 percent of the total overall available apron frontage. Terminal 6 would provide up to 16 gates ranging in size from regional jets to jumbo body (e.g., B-747, B-777, A330, and A340) aircraft. The aircraft apron along the south side of the East Terminal Area is planned to accommodate New Large Aircraft.

6.2.3 New West Terminal Development Area

The most significant component of the preferred terminal concept is the development of the West Terminal Area (Terminal 7). The West Terminal Area would be developed on existing Airport property west of existing Runway 14R-32L. This new terminal complex includes a landside terminal on the west side of the site with a connected single-loaded concourse, landside access from York Road and Thorndale Avenue, and a satellite concourse on the east side of the site. Dual ADG VI taxilanes would be provided between the landside terminal and the satellite combined with independent push-back areas on either side to allow for the unobstructed flow of aircraft along the dual taxilanes during push-back operations from the ramp areas. Dual ADG IV taxilanes are planned along the east side of the satellite concourse. The taxilane facilities within the West Terminal Area are FAA non-movement areas that would be controlled by west terminal ramp control facilities.

The satellite is configured to provide approximately 5,700 linear feet of apron frontage that can accommodate a mix of regional jet and larger aircraft up to ADG Group V. The gate model for 2018 indicated that 45 gates would be needed in the proposed satellite apron area. The phasing plan, which is presented in the following section, envisions that the satellite would be the first phase of construction in the West Terminal Area. The landside terminal and its connected concourse would be configured to provide approximately 3,000 linear feet of apron frontage. The gate model for 2018 indicated that 15 gates would be needed at the proposed landside concourse. The total available apron frontage that would be provided in the West Terminal Area is approximately 8,700 linear feet or 23 percent of the total overall available apron frontage.